AUTOMOBILES.

Col. sanborn Making Plans to Protect Indiana Circuit With Regiment o' Illinois State Troops-Crippled Children Have Annual Ride to Coney.

Word comes from Chicago that Col. I. B. Sanborn, commander of the First Infantry, Illinois National Guard, has started the work of making the military assignments for guarding the Indiana circuit over which the Chicago Automobile club will hold its two road races on June 18 and 18. The 238 mile contest for the Indiana light car trophy will be held the first day and the 402 mile race of stripped stock chasses for the Cobe cup will be run the second day. The club officials have received twenty-six entries for the two erents and have positive assurances that t least ten more ears will be nominated before the formal closing of entries on

The Chicago clubmen expect that the members of the Illinois regiment will prove as efficient guards for the race circuit as the regular soldiers that guard race circuits abroad or the State troops that guarded the course for the spring and fall races held at Savannah last year. Col. Sanborn has divided the territory of the Crown Point-Lowell circuit into forty-one mili-tary points or stations. Blue prints of the territory have been made, so that each officer may know exactly the region he is to have supervision over.

The forty-one stations have been grouped into three zones, the first being the most important and one most likely to require hard work to keep the roads clear for the speeding cars. Majors will be in command of each zone. The first zone includes the grand stand stretch and streets of Crown Point. The posting of the 300 men in this zone will be left to the Major in command. The second will also have 300 men, and this includes the district in and around It is expected the competing cars will travel through this region at very high speed and the soldiers will be posted close together to keep the spectators off the

The third zone includes the Cedar Lake district, and there will be a detail of about men on duty there. Col. Sanborn sava the officers and men of the regiment are very much interested in the chance to have some military experience in the field. The regimental quartermaster will make all arrange-

Crippled Children had their annual automobile trip to Coney Island yesterday in twenty-five Stearns cars donated by owners and Wyckoff, Church & Partridge, the local sign of the Kings County won from Myckoff, Church & Partridge, the local sign of the Kings County won from H. S. Westfall, another home player, easily. The scores:

They were driven to Coney Island after lunch and were the guests of Fred Thompson at Luna Park. The owners who loaned their cars included Mrs. Peter Alexander, Mrs. E. A. Bigelow, Mrs. A. A. Burrill, Mrs. A. G. Ihompson, Harlan W. Whipple, J. G. Sebin, Marcuá Dalv, Mr. Baldwin, E. F. Chen, Mr. Baldwin, Mr.

accinent. From 401 to two
accinents. Fred J. Wagner of this city, who will
fred J. Wagner of the events, said yesterday
at one of the most recent entries is that of
Matheson, which is to be driven by Charles

Many Newark automobilists are making preparations to drive to Atlantic City next Saturday for the first club run this season of the New Jersey Automobile and Motor (ub. The Associated Automobile Clubs of New Jersey are to hold a meeting at Atlantic (ty next Monday and many of the Newark motorists will remain for the meeting, as the Newark club is much the largest motoring organization in the State. No attempt will be made by the Newark delegation to seep together, on account of the dust, but the majority will follow the route suggested by H. A. Bonnell, chairman of the club's run committee.

by H. A. Bonnell, chairman of the club's run committee.

The route favored by the committee leads from Newark through Elizabeth, Isahway, Woodbridge and Perth Amboy and the route leads next to Matawan, then to the right to Freehold over the old road, as the new road is not in good condition at hiesent. From Freehold the route leads through Farmingdale, Lakewood, Toms River, Forked River, Waretown, Barnegat, Tuckerton and Absecon to Atlantic City.

Englewood High School Boys Win. HACKENSACK, N. J., May 24 .- The dual athletic meet between the Hackensack and nglewood high school teams held on Oritani Field here this afternoon was the first meet of its kind ever held here. Engle-wood won the trophy, scoring 50% points to 32% points made by Hackensack.



Fortunes in Fruit

From the snow-capped summits of the Casoade Mountains to the Columbia River, in the famous YAKIMA VALLEY of Eastern Washington, on the line of the

Northern Pacific Railway The Scenic Highway thro' the Land of Fortune

are some of the best irrigated lands in the West.
Unequalled opportunities are offered to the young
man, or any man, to acquire and develop a home.
Grains, Alfalfs, Hay, Fruit of all kinds, Prizs
Apples, Vegetables, Hogs, Sheep, Cattle; all mean
sure and abundant returns.

Other desirable localities in Montana, Idaho, Oregon, and in Eastern, Central and Western Washington present very attractive conditions for both irrigated and dry farming.

Round-trip Homeseekers' Fares: Effective the first and third Tuesdays in each month to many points in the North Pacific States. Long limit. Stop-overs.

Round-trip Summer Tourist Fares: Rifective daily May 20 to September 30 to Pacific Coast points. Return limit Cotober 31. Stop-overs at pleasure. Why not improve YOUR condition by locating along "The Scenic Highway through the Land of Fortune." Write today for illustrated descriptive literature to C. W. MOTT, General Emigration Agent, Northern Pacific Railway, St. Paul, Minn.

For rates of fare, time of trains, reservations of space, etc., call on W. F. MERSHON, Gen. Agent, Pass- Dept., 319 Broadway, New York

Phone Worth 835

Alaska-Tukon-Pacific Exposition, Seattle, June 1 to October 18, 1909.
Rainier National Park and Paradise Valley, by auto or rail from Tacoma, June 1 to October 1, 1909. Tellowstone Park season, June 5 to September 25, 1909. Those Featival, Portland, June 7 to 12, 1909. Giventeenth National Irrigation Congress, Spokane, August 9 to 14, 1908.

LAWN TENNIS.

Long Island Champtonship Begins on Kings County Courts.

The Long Island championships began yesterday under the auspices of the Kings County Lawn Tennis Club under flavorable conditions. The courts were in splendid condition and though the entry is not a big one the players are classy and some close matches should be in order. Only the sinments to serve the men with rations during their stay in Indians. The regiment will come on later in the week. Among the entries are Chicago on the evening of June 17, the day before the light car race, and the troops will go into camp in front of the grand stand.

The inmates of the Industrial Home for Crippled Children had their annual automobile trip to Coney Island yesterday in twenty-five Stearns cars donated by owners and their stay in Indians. The regiment will gles were put on the card, the doubles to come on later in the week. Among the entries of the morning was the poor work of F. B. Smith of Dartmouth, the holder for the singles, and he singles, and he is drawn against I. H. Sankey, a clubmate, to-day. Four matches took place yesterday.

The inmates of the Industrial Home for Crippled Children had their annual automobile trip to Coney Island yesterday in twenty-five Stearns cars donated by owners and lenhauer of the Kings County won from the day before the morning was the poor work of F. B. Smith recovered on his second set of the title, in his match with W. B. Holton of Wesleyan. Holton won the first set, 8-10. Smith recovered on his second set of the Brooklyn F. C. and H. S. Cragin of the Brooklyn F. C. and H. S. Cragin of the West Side T. C., the Brooklyn its securing the match by two sets to one. Harry Mollenburgh of the Message County won from the singles, and he is drawn against I. H. Sankey, a clubmate, to day the little, in his match with W. B. Holton of Wesleyan. Holton won the first set. 8-10. Smith recovered on his second set of the Brooklyn F. C. and H. S. Cragin of the Brooklyn F. C. and H. S. Cragin of the Brooklyn Grand A. W. Hughes, Bowdon, 6-0. Second Round-F. R. Budlong, Brown, defeated A. W. Hughes, Bowdon, 6-0. Second Round-F. R. Budlong, Brown, defeated A. W. Hughes, Bowdon, 6-0. Second Round-F. R. Budlong, Brown, defeated A. W. Hughes, Bowdon, 6-0. Second Round-F. R. Budlong, Brown, defeated A. W. Hughes, Bowdon, 6-0. Second Round-F. R. Budlong, Brown, defeated A. W. Hughes, Bo ments to serve the men with rations during gles were put on the card, the doubles to their stay in Indians. The regiment will come on later in the week. Among the en-

Hackett and Raymond D. Little defeated W. B. Cragin and M. C. Charlock, 6-4, 6-2; E. P. Fisher and Ross Burchard defeated O. M. Bostwick and C. Shafer, 6-3, 7-5; L. E. Mahan and Hugh Tallant defeated C. W. McMullen and E. Frothingham, 6-1, 6-1.

Intercollegiate Tennis.

BOSTON, May 24. - Despite the bad weather of the last few days the courts at the Longwood Cricket Club were in fine condition this morning when the first round of the intercollegiate championships was started.

being course laised researchy in twenty.

White A. Partridge, the A Partri

George F. Lee, chairman of the contest committee of the Wilkesbarre Automobile (lib, and his associates are working hard on arrangements for the fourth annual hill climbing contest of the club on Giants' Despair Mountain next Monday. Entries for the twelve events will close to-morrow and there are indications that the 1908 contest will have a greater number of competitors than any of the previous contests. In addition to the twelve regular events the club officials have added a special event open to gasolene cars of any type whose engines have from 451 to 600 cubic inches piston displacement.

Fred J. Wagner of this city, who will act as starter for the events, said yesterday the final of the most recent entries is that of a Matheson, which is to be driven by Charles

Matheson, which is to be driven by Charles

Men's Doubles—Second round—Haroid H.

Cambeiloge, Mass., May 24.—An eleventh of the Harvard of the Wills to the singles and the seven finals round being reached in the singles and the seven finals practice by the illness of Jesse Waid, who has been rowing regularly at No. 7. He is have defended in to-day's practice by the illness of Jesse Waid, who has been rowing regularly at No. 7. He is have reached in the doubles. Harold H. Lee the Harvard of the Market and the seven finals of the seven of the Harvard of the West Side Tennis Club tourney was resist, to deal the seven of the Market and the seven finals of the seven of the Market and H. Cambeiloge, Mass., May 24.—An elevent of the doubles. The Mass of the Harvard of the Harvard of the Harvard of the Harvard of the Market and the seven finals of the seven of the Market and the seven of the Market and the seven of the Market and the seven of the Harvard of the West Steed of the final round being reached in the seast of the Variation of the Harvard of the West Steed of the Fischer-Burchard, Mahan-In. E. Mahan and Carlton C. Kelley defend

Many Newark automobilists are making

Min's Doubles—Second round—Harold H. Chances are that he will get the place.

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write or dictate or smoke, chat with his friends, supply himself with inner comforts-in fact do anything that he does in his club except play billiards. Yet the atmosphere is different. The thrill of speed exhilarates, the dining car pleases, the smoothness of the motion gives ease. It is not a journey, it's

The equipment of the "Pennsylvania Special" is of the highest grade, its motive power the pick of the round-house, its crews from engineman to flagman, from conductor to porter, selected for their fitness. The high grade of personal service maintained on the trains of the Pennsylvania Railroad is one of its well known and highly appreciated attributes. This finds its best expression on the "Pennsylvania Special."

The "Pennsylvania Special" leaves New York every day at 3.55 P. M. and arrives Chicago 8.55 next morning; returning it leaves Chicago 2.45 P. M. and arrives New York 9.45 next morning.

On the road only three-quarters of a day and that at

AUTOMOBILES.

AUTOMOBILES.

THE LEADER

In all the leading factories, automobile manufacturers are now preparing their 1910 models, carefully guarding secrets and improvements to which the public is soon to be introduced. It is not right, however, for them to keep the public in suspense, for many prospective buyers would place their orders now if they could only know what improvements were to be made on the 1910 model of the car they perhaps contemplate buying.

We are going to take the public into our confidence and tell some 1910 secrets of many other manufacturers.

PROPABLE 1910 "IMPROVEMENTS" OF MANY CARS-**ALREADY 1909 LOZIER FEATURES**

> Ball-bearing crank-shaft Ball-bearing cam-shaft

Four-speed selective type transmission

A multiple-disc clutch of all metal discs running in an oil-tight case

A shaft-drive car to replace the chain-drive If shatt-driven

(a) No universal joints in rear axle-system

(b) Torsion rod dispensed with

(c) Full floating type rear axle

7. All brakes on rear wheels adjustable and with equalizing bars

8. A triction brake to prevent gears from clashing

9. Large gasoline supply from tank suspended in rear of chassis instead of under the driver's

NO 1909 CAR BUT THE LOZIER HAS ALL THE ABOVE FEATURES. IF ANY OTHER CAR ALREADY HAS SOME OF THEM YOU WILL FIND THAT THE 1910 MODEL WILL POSSESS ONE OR MORE OF THE BALANCE, OR WILL WITHIN THE NEXT TWO OR THREE YEARS.

Keep this Advertisement, and when a salesman begins to tell you about one of these 1910 "improvements" make mental note of the fact that they were features of the LOZIER Motor Car 20 months ago. YOU DON'T HAVE TO WAIT until 1910 to get an improved car. The 1908 and 1909 LOZIERS anticipated standard design, and history is proving it. OUR PREDICTIONS COME TRUE.

56TH ST. & BROADWAY

Henderson Wins From the American Golf

Champion. Special Cable Despatch to THE SUN.
LONDON, May 24.—J. D. Travers, the
American champion, was beaten to-day on
the Muirfield links in the first round for
the amateur golf championship by Henderson of St. Andrews. The score was 2 up
and 1 to play.

New Marathon Record.

Montreal. Que., May 24.—Abe Wood of Montreal won the international Marathon race here this afternoon and established a new American record for a professional Marathon by doing the distance in 2 hours 39 minutes 30 seconds. Palmer of Halifax was second, about fifty yards behind the winner. Cibot, the French runner, was third, and Orphee, his running mate, thas fourth. Sherring of Hamilton, who won the Marathon race in Greece, starled, but quit in the nineteenth mile.

Entries for the Metropolitan Championship Announced.

Entries for the decreation and the track ship Announced.

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Entries for the decreation and the track ship Announced the track ship of the Metropolitan Golf Association were announced yesterday. The entries include nearly all the best golfers in the district with the exception of Jerome Travers, who is in England. The title holder is C. H. Seely. The competition will begin on Wednesday the track of the track of the track ship of the track ship and the track ship of the track of

a HOURS FROM NEW YORK.

Vestibuled Trains with Parlor Cars.
Leave West 23d St. 9:50 A. M. (12:50 P. M. Sats. only), 5:20 P. M. Sundays 9:50 A. M., 2:20 P. M. Leave Liberty St. 10:00 A. M. (1:00 P. M. Sats. only), 5:40 P. M. Sundays, 10:00 A. M., 2:30 P. M.

Special Express with Parlor Cars leaves Atlantic City for New York, Decoration Day, May 31st, at 5:30 P. M.

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Steamers leave foot West 42d St. 9:55 A. M. 12:30, 3:15, 4:15 and 7:45 P. M. Sundays, 9:30 A. M., 1:00, 7:45 P. M. Leave foot Cedar St. days. 10:00 A. M., 1:30 and 8:10 P. M.

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Compare the Chalmers-Detroit Forty at \$2,750 with any \$4,000 or \$5,000 Car.

Our "Forty" can make 60 miles an hour—would you drive any \$5,000 car as fast as that? Our "Forty," and a stock demonstrator at that, and a stock demonstrator at that, in hard and constant use since last August, won in its class at the Fort George Hill Climb the other day. It defeated higher powered and higher priced cars, driven by experts. Would you ever drive a \$5,000 car up a hill as fast as that?

Our "Forty" has given perfect service and constant, service to three hundred owners right around you in this territory—we have invited every one of them to come to us in case of trouble, and not one of them has had to come to this day. Can any \$5,000 car give more than perfect service?

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PIED CUSTOMERS bring us the RIGHT kind of trade.

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Packards, 3650, \$1,500, \$1,800, \$2,500, \$3,800, Pierce Arrows, \$1,200 to \$2,500. Pecrless, "45," Mercedes, "40," \$1,250. Hotchkiss, six cylinder Toy Tonneau, Berliet, \$1,800. 1908 "Forty" Stoddard. Dayton, \$1,800. other Stoddards, \$350 up; Thomas Detriots, \$850 to \$1,750: Four-cylinder Autocar, \$650: 1908 Autocar, \$425, 1908 "Forty" Locomobile: 1908-1909 Clevelands; Flats, \$1,600-\$2,500; Stanley, \$2,00; White, \$475: Franklin "G." \$400: Panhard, \$1,100: Renault (Rothschild Limousine), \$1,900." 43" 1907 Pecrless Limousine, \$2,500; Ford six cylinder 1908, \$980: Leon Bollee, \$500; Clement Runabout, \$1,150: Pope Hartfords, \$750; Others \$125 up. Demonstrations and examinations cheerfully accorded intending purchasers.

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Tires, new and second-hand, \$5 to \$20
AT ANY PRICE TO CLEAR.

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